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Special Provision for Removal and Replacement of Preformed
Elastomeric Compression Joint Seal

September 28, 2001

This Special Provision was developed by the Bureau of Design and Environment to reposition information that was removed in the 2002 Standard Specifications. It should be inserted into all contracts involving the removal and replacement of preformed elastomeric compression joint seals.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 18, 2002 and subsequent lettings. The Project Development and Implementation Section will include the paper copy in the contract.

This special provision will be transferred through the E-mail system to the district offices on September 28, 2001.

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REMOVAL AND REPLACEMENT OF PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL (BDE)

Effective: January 1, 2002

Revise Article 449.04 of the Standard Specifications to read:

“449.04 General. The existing joint shall be reshaped to the dimensions shown on the plans. The edges shall be beveled by either a cutting or grinding device attached to the saw blade following the sawing operation. When unsatisfactory results are being obtained, the Contractor shall, at the direction of the Engineer, modify or change the method of producing bevels.

The joint shall be thoroughly cleaned prior to sealing. When the joint is free of foreign material and dry, the preformed elastomeric joint seal shall be installed by an approved machine method so that no twisting, rolling or misalignment with the opposite top edge occurs. The joint shall be sealed across the full width of the entire pavement with one piece of seal material. The seal shall be secured in place with a lubricant adhesive applied to both sides of the seal or both faces of the concrete. Any adhesive on the top of the seal shall be removed. The seal shall be installed in a compressed condition below the bottom of the beveled edge and not more than 8 mm (5/16 in.) below the surface of the pavement.

The method of installation shall be such that the joint sealer material will not be stretched more than five percent nor compressed more than two percent of the minimum theoretical dimension. The method of installation shall be checked for stretching and compression by pre-marking the length and width of the seal prior to installation. If the measurements demonstrate that stretching in excess of five percent or compression in excess of two percent is occurring, the installation method shall be modified to meet the requirements. Once sealing operations have started, one joint per every twenty-five shall be checked for stretch and compression. If an unsatisfactory condition is found, that seal and the seals on either side shall be removed until the condition disappears and the affected joints shall be replaced in a satisfactory manner at the expense of the Contractor.

The joints shall be sealed on all pavements before discontinuing paving operations when the work is suspended during the winter.”